

V. COORDINATION

A. AGENCY INVOLVEMENT PROCESS

An agency scoping meeting was held Thursday, September 7, 2000, from 1:00 p.m. to 3:00 p.m. at the Valle Del Oro RV Resort, 1452 S. Ellsworth Road, Mesa, AZ. The following agencies and organizations were invited to attend the agency scoping meeting to express ideas, issues, and concerns regarding the project:

- ▶ Arizona Department of Agriculture
- ▶ Arizona Department of Environmental Quality
- ▶ Arizona Department of Water Resources
- ▶ Arizona Game & Fish Department
- ▶ Arizona Public Service Company
- ▶ Arizona State Land Department
- ▶ U.S. Bureau of Land Management
- ▶ City of Mesa
- ▶ Federal Highways Administration
- ▶ Maricopa County Flood Control District
- ▶ Maricopa Association of Governments
- ▶ Maricopa County Department of Transportation
- ▶ Maricopa County Environmental Services
- ▶ Maricopa County Planning and Development
- ▶ MEGACORP
- ▶ Mesa Public Schools
- ▶ National Resources Conservation Service
- ▶ Regional Public Transportation Authority Salt River Project
- ▶ Southwest Gas
- ▶ State Historic Preservation Office
- ▶ U.S. Army Corps of Engineers
- ▶ U.S. Bureau of Indian Affairs
- ▶ U.S. Bureau of Reclamation
- ▶ U.S. Fish and Wildlife Service

Representatives from the following agencies attended the meeting:

- ▶ City of Mesa
- ▶ City of Mesa Police Department
- ▶ Maricopa County Environmental Services
- ▶ Salt River Project
- ▶ Maricopa County Comprehensive Planning
- ▶ City of Mesa Planning Department
- ▶ Maricopa County Department of Transportation
- ▶ Maricopa Association of Governments
- ▶ City of Mesa Transportation Department

Others who attended were:

- ▶ ADOT Environmental Planning Group
- ▶ ADOT Right-of-Way Section
- ▶ ADOT Public Affairs Section
- ▶ ADOT Valley Project Management

In general, issues/concerns raised at the agency scoping meeting included:

- ▶ Increased neighborhood impacts of larger TI project.
- ▶ Noise and visual impacts.
- ▶ Environmental impacts not envisioned in the 1999 FEIS.

- ▶ Dust.
- ▶ Maintaining east-west access during construction.
- ▶ Completion of the TI by 2007.
- ▶ Phasing of construction.
- ▶ Right-of-way acquisitions.
- ▶ Impact on utilities.
- ▶ Avoiding major controversies.
- ▶ Resolving community concerns while maintaining ADOT's schedule.
- ▶ Impact on flood control facilities.
- ▶ Full US60 access at Ellsworth Road.
- ▶ Mesa and Maricopa County widening projects on Ellsworth Road.
- ▶ Public safety access.
- ▶ Future HOV lanes.
- ▶ Air quality impacts.

Much of the discussion during the meeting centered on potential impacts on existing and planned facilities in the area. Those included:

- ▶ SRP substation north of Baseline Road.
- ▶ SRP 69 kV line on Southern Avenue.
- ▶ Williams Gateway Airport.
- ▶ New and existing residential developments planned for the area.
- ▶ General Motors Proving Grounds.
- ▶ Valley Lutheran Hospital at Power and Broadway roads.

Questions asked by meeting attendees included:

- ▶ What drainage facilities would be constructed or reconstructed?
- ▶ What would the larger TI cost compared with original plan and available funding?
- ▶ How much higher would the TI be than originally planned?
- ▶ Will Freeway Management System improvements be included?
- ▶ Where would noise walls be constructed?

Suggestions made by meeting attendees included:

- ▶ Use Mesa's traffic volume projections to augment MAG projections.
- ▶ Consider including fire hydrants in freeway design.
- ▶ Allow for future HOV ramps.
- ▶ If the public hearing is to be held in the summer, develop methods to communicate with winter residents.

B. PUBLIC COORDINATION

Extensive public coordination has been undertaken to date with respect to the project. Public coordination has involved:

- ▶ Two widely advertised public meetings.
- ▶ Three series of neighborhood meetings.
- ▶ Formation of a CAT.
- ▶ Additional communications as needed.

These undertakings are described below.

1. Public Meetings

Two public meetings were held for the TI Project.

Meeting 1

- Date/Time:* Thursday, September 7, 2000, from 5:00 p.m. to 9:00 p.m.
- Place:* Valle del Oro RV Resort, 1452 S. Ellsworth Road, Mesa, AZ.
- Purpose:* Scoping meeting to introduce the project to the citizens and define issues.
- Format:* Open House.
- Materials:* Displays, handout materials, comment forms.
- Attendance:* Approximately 400 attendees.

The meeting was announced in project newsletters distributed door-to-door in an area bounded by Power Road and Crismon Road on the west and east respectively and by Broadway Road and Guadalupe Road on the north and south respectively. In addition, the meeting was advertised in the Mesa Tribune on August 23, 2000, and August 31, 2000.

Maps and displays were available to describe the project and members of the project team answered questions regarding the project and its potential impacts on the surrounding communities. Comment forms were distributed to those attending the meeting and 135 were returned. Those forms included specific questions as well as space for general comments (see Appendix G for a summary of written comments). Following is a summary of the answers to those questions:

After reviewing the displays and talking to the project staff, what is your number one issue/concern about this project?

Thirty-eight (38) respondents mentioned pollution and/or noise as a primary concern, nine

mentioned the height and/or location of the TI, and five mentioned “no concern” or expressed specific support of the project.

Do you have any suggestions on how this issue/concern can be resolved?

Eleven respondents specifically mentioned the development and housing that has developed in or very near the right-of-way in spite of builders and landowners’ knowledge of freeway plans, and many strongly suggested stopping developers from continuing their development and sales efforts. Seven respondents suggested the use of sound barrier walls and landscaping to mitigate noise. Six respondents suggested moving the alignment from its present planned location, and six respondents stated the need for multimodal alternatives citing light rail, additional bus service, mandatory carpooling requirements, and electric cars.

Other issues and concerns included:

- ▶ Impact on quality of life.
- ▶ Additional noise impacts from Williams Gateway Airport.
- ▶ The view of the mountains would be replaced with a “concrete monument.”
- ▶ A request that the socioeconomic impact on senior citizens be determined and a suggestion that relocation assistance be offered to seniors.
- ▶ Questions about the cost to the state and federal government and subsequently to taxpayers.
- ▶ Requests for additional public meetings to answer future questions.
- ▶ Concerns about the length of time for construction.

Meeting 2

Date/Time: Thursday, December 14th, 2000, from 6:00 p.m. to 8:00 p.m.

Place: Stevenson Elementary School, 638 S. 96th Street, Mesa, AZ.

Purpose: To discuss the three alternative configurations for the planned TI that was selected for further study from the 18 alternatives that were studied.

Format: Presentation on the three alternatives and a one-hour question-and-answer session.

Materials: Displays, handout materials, comment forms.

Attendance: Approximately 50 attendees.

The meeting was announced in project newsletters distributed door-to-door in an area bounded by Broadway Road and Baseline Road on the north and south respectively and by Power Road and Crismon Road on the west and east respectively. The meeting was advertised in the Mesa Tribune on November 30th, 2000, and December 7th, 2000.

The questions varied across a wide array of topics. However, several questions involved concerns over drainage, and project cost.

Questions related to cost were:

How much would Alternative C cost?

The estimated construction cost of Alternative C is \$163 million. The estimated construction cost of Alternative A is \$135 million and Alternative B is \$145 million.

Is the construction cost estimated in “today’s” dollars, or is there an allowance for inflation?

The estimate is in “today’s” dollars.

Questions related to drainage were:

Who does the hydrology studies?

Those studies are coordinated with the Maricopa County Drainage District

Will the new drainage system along the 202L require the acquisition of additional right-of-way?

No.

Can the drainage system be designed to double as a park system?

A multi-use drainage system is not being considered at this time because much of the drainage system would be in lined channels and box culverts. There is not enough right-of-way available to support a “green belt” type of system.

Other questions were:

Under Alternative A, would eastbound traffic be able to exit at Ellsworth Road?

Under Alternative A, there would be a half-diamond TI at Ellsworth Road with the ramp connections to US60 located east of Ellsworth Road.

Why would it take another seven years to complete the TI?

The construction schedule is dependant on the availability of funding. In addition, environmental and technical studies, final design, and right-of-way acquisition must be completed before construction can begin. Construction of the TI is scheduled to begin in calendar year 2004, with completion scheduled for calendar year 2007.

There would not be full access to US60 at Sossaman Road under either Alternative A or Alternative B. Would that lead to an increase in traffic on Baseline Road and Power Road?

It is not believed that any of the three alternatives would result in increased traffic on the local street system.

Would any of the three alternatives require the acquisition of additional right-of-way?

Yes. Alternative C would require additional acquisition of right-of-way from the Silveridge RV Resort.

Could the 202L be depressed at Southern Avenue and Baseline Road?

No. It would not be feasible to have the freeway go under Southern Avenue, over US60 and under Baseline Road.

Will Alternative A and Alternative B be obsolete as soon as they are built?

All three of the alternatives are intended to meet traffic needs through 2025.

Which alternative would be easiest to expand in the future?

Each alternative could be expanded in the future.

Why is the TI not being designed as a traditional “stack” TI?

A “stack” type of design combined with exit and entrance ramps was reviewed with the original 18 alternatives. This TI configuration would require the acquisition of additional right-of-way and would shift the ramps closer to existing residential developments. Therefore, this alternative was not recommended for additional study.

How wide is the existing US60 right-of-way?

600-hundred feet.

Will the golf course at Ellsworth Road and Southern Avenue be affected by the project?

No.

Why is there an open median on the 202L?

The open median is to accommodate the future addition of HOV lanes. In the meantime, there would be a cable barrier in the median, as there is elsewhere on the Regional Freeway System.

Are the freeway corridors designed for use by alternative transportation modes, such as rail?

The current study does not include provisions for mass transit, except that future HOV lanes would be available for buses and car pools.

Will there be artwork or other aesthetic treatment of the freeway walls?

Yes. ADOT currently is working on that issue with the City of Mesa.

Will there be a major noise impact on Noah Webster Basic School, which would be located near the freeway?

Noise studies are being prepared at this time and would examine noise impacts on schools, churches, parks, and residential neighborhoods. There would be noise mitigation, such as walls, where warranted.

Will the 202L take commercial traffic off US60?

US60 would continue to be heavily traveled, although it is anticipated that a significant number of vehicles, including commercial traffic, would be diverted onto the 202L. Traffic projections by the Maricopa Association of Governments indicate that the heaviest traffic volumes through the TI would continue to be on US60. The second heaviest volumes are projected to be from the east leg of the 202L/US60 TI to the south leg of the TI.

2. Neighborhood Meetings

Three rounds of neighborhood meetings were held in communities adjacent to the project. The meetings were held to enhance communications between the project team and affected communities.

Round 1

Dates/Places: October 2, Crescent Run; October 5, Silveridge RV Resort; October 10, Brentwood Southern Mobile Home Park; October 12, Fountain of the Sun and Monte Vista Mobile Home Community; October 19, Valle del Oro RV Resort; October 30, Desert Sands community.

Purpose: Provide a general overview of the project and define potential impacts on the adjacent communities.

Format: A brief presentation with questions and comments taken from the audience (see Appendix G for a summary of written comments).

Attendance: Approximately 750 attendees total.

The questions varied across a wide array of topics. Questions showed a concern with respect to construction scheduling and impacts, including:

Will construction work be done at night or early in the morning?

Although some work is likely to be done at night--especially in areas where construction conflicts with traffic--the contractor would be subject to restrictions placed on the project by the City of Mesa.

What is the construction schedule?

The current schedule calls for construction to begin in calendar year 2004 and for the project to be completed during calendar year 2007.

What would be done to control dust during construction and pollution after the freeway is built?

ADOT is required by Maricopa County air quality regulations to provide dust control during construction and air quality issues would be studied as part of the EA.

Following is a summary of other questions asked during the meetings and the responses that were given:

Can the alignment be moved east of Crismon Road?

The scope of the current study would focus specifically on the configuration of the new TIs and would not include changes to the 202L alignment. The current alignment is defined in the 1999 FEIS that reviewed numerous 202L alignments in the area but confirmed the alignment selected in 1988.

Why was development allowed in the L202 Corridor?

ADOT has no authority to limit development before right-of-way is acquired. ADOT can acquire right-of-way only when funding becomes available. Funding for right-of-way acquisition in this freeway corridor has recently been made available.

Will sound walls be constructed to mitigate noise from the freeway?

Sound walls and other environmental mitigation are included in the current study and would be located wherever mitigation is deemed necessary or desirable. Those locations include residential neighborhoods, schools, parks, and other public facilities.

Why is the 202L/US60 TI not located at Ellsworth Road?

The scope of the current study would focus specifically on the configuration of the new TIs and would not include changes in the 202L freeway alignment. The current alignment is defined in the 1999 FEIS, which reviewed numerous 202L alignments in the area but confirmed the alignment selected in 1988.

How high would the highest ramps of the TI be?

Ramps at their highest location at the center of the TI would be approximately 75 feet.

Have you considered depressing the 202L under US60?

The possibility of depressing the freeway below US60, Southern Avenue, and Baseline Road is currently being studied to determine whether that option is feasible.

Will the area be subject to flooding as a result of this project?

Drainage is a key element of the study. The project would include facilities to handle stormwater runoff and to prevent flooding.

Will property owners be compensated for any loss of property value that results from this project?

ADOT is not authorized to compensate landowners for any real or perceived loss of property value.

How were the traffic projections determined?

Traffic projections are made by the MAG. The projections are based on such factors as projected population growth and future land-use planning.

Which ramps would carry the heaviest traffic?

The heaviest traffic would continue to be on US60. Projections show the busiest ramp would be from westbound US60 to the southbound 202L.

A second round of neighborhood meetings was held in late November and early December 2000, and included seven meetings.

Round 2

Dates/Places: November 17, Silveridge RV Resort; November 20, Valle del Oro RV Resort; December 9, Monte Vista Mobile Home Community; November 27, Fountain of the Sun; November 29, Desert Sands; November 30, Brentwood Southern Mobile Home Park; December 4, Crescent Run

Purpose: Discuss the three alternatives selected for further study from the 18 alternatives that were originally studied and to define project issues for the three alternatives.

Format: A brief presentation, with and questions and comments were taken from the audience (see Appendix G for a summary of written comments).

Attendance: Approximately 790 attendees total.

Will the boundaries of Valle del Oro be affected by Alternate B or Alternate C?

All three alternatives would require the acquisition of the same amount of right-of-way in the northwest corner of the community

How close does the edge of pavement come to the right-of-way line?

The 202L ramp would be located approximately 150 feet from the community. The mainline US60 roadway would be widened approximately 24 feet near Ellsworth Road.

Fourteen homes on 75th Street apparently are not being considered for acquisition. Is it possible that those homes could be acquired as well?

Typically, ADOT acquires only that right-of-way that is directly affected by construction. Residents who wish to sell their homes should contact ADOT Right of Way.

How would you access 202L from Ellsworth Road?

There would be no direct access to the 202L from Ellsworth Road. The nearest access would be

at Broadway Road. The 202L also can be accessed from US60 at Power Road and Crismon Road and from at Baseline Road and Guadalupe Road.

How would noise from the 75-foot-high ramps be mitigated?

Noise mitigation measures would be determined as part of the Environmental Analysis.

How loud is 65 decibels?

It is approximately the level of human conversation from a distance of 3 feet.

When would right-of-way be acquired?

It is likely that ADOT would begin acquiring the needed right-of-way during 2002.

Do we know how many spaces would be taken at Valle del Oro?

A preliminary review indicates approximately 30 to 40 spaces could be acquired in Valle del Oro.

Will there be a Southern Avenue TI?

That possibility has been reviewed, but none of the three alternatives recommended for further study includes an TI at Southern Avenue.

Will Ellsworth ramps remain intact under any of the alternatives?

Under Alternative A, there would be eastbound access only at Ellsworth Road. Alternative B and Alternative C would provide both east and west access to US60.

Why has Crescent Run already been bought out?

Property in Crescent Run currently is being acquired because the developer approached ADOT and negotiated a buyout before the land became fully developed.

Will I be allowed to remain on my property until construction begins?

That would be subject to negotiations with ADOT.

From an engineering and safety standpoint, is one of the alternatives better than the others?

Each of the alternatives would provide a safe, efficient facility. The primary differences in the alternatives involve local access and impact on the local community.

How much right of way would be acquired in Silveridge?

Neither Alternative A nor Alternative B would require the acquisition of property in Silveridge. Alternative C would require acquisition in the southeast corner of Silveridge, along with a majority of the first-row of houses adjacent to US60.

Will additional right of way be required for the widening of US60?

It is not currently believed that the widening of US60 through the project would require acquisition of additional right of way.

Round 3

Dates/Places: March 14, Brentwood Southern; March 15, Silveridge; March 26, Crescent Run; March 27, Monte Vista; April 2, Fountain of the Sun; April 3, Broadway Road area; April 5, Valle del Oro; April 9, Desert Sands.

Purpose: Provide a project status overview and present potential impacts on the adjacent communities from the alternatives.

Format: A brief presentation with questions and comments taken from the audience (see Appendix G for a summary of written comments).

Attendance: Approximately 865 attendees total.

The questions varied across a wide array of topics. Questions showed a concern with respect to noise and air-quality issues, construction scheduling and impacts.

Questions relating to noise were:

Where will the walls on the west side of Silveridge be located?

Further studies will determine whether the wall would be more effective next to the community or adjacent to the freeway ramp.

Will the wall extend all the way to Brentwood Southern?

Yes. The wall probably would run all the way from Silveridge to Brentwood Southern.

Where can you find similar walls?

The 101L/US60 Traffic Interchange is of similar design and has sound walls similar to those that would be located at the 202L/US60 TI.

Is it possible that walls will be built next to the pavement and adjacent to the community?

Typically, the walls are located either at the right-of-way line or adjacent to the roadway. Walls normally are adjacent to the roadway where the freeway is elevated and at the right-of-way line when the freeway is elevated or at grade.

How will you mitigate noise from elevated ramps?

Jersey barriers on the outside of the ramps aid in noise reduction. Either the barriers would be heightened or noise walls for elevated ramps typically would be located adjacent to the roadway.

Will rubberized asphalt be used on this project to help mitigate noise?

That is not currently planned for this project. ADOT is conducting research on rubberized

asphalt pavement materials to determine how well they hold up and what impact it has on maintenance costs. The current noise projections are based on the use of concrete paving.

What time were the highest noise readings recorded?

During the peak traffic hours in the morning.

Will there be less noise on the west side of Crescent Run than on the east side, which is nearest the freeway?

It is possible that there would be less noise on the west side of the community. However, with the addition of noise walls in the areas closest to the freeway, noise levels should not be substantially different.

Why is there a period of only three years after construction of the project during which noise readings can be requested?

The noise analysis is based on traffic projections 25 years into the future. ADOT policy anticipates that any adjustments to the noise mitigation features that are necessary can be made within the first three years after the project is completed.

Why didn't ADOT build a noise wall on the 202L near McKellips Road when there were complaints from that area?

ADOT responded to those complaints by building an earth berm. When that proved to be inadequate to shield the neighborhood from freeway noise, a wall was added atop the berm.

Was acceleration and deceleration taken into consideration in the noise study?

Yes, input into the noise analysis took into account those design and operational characteristics that would generate a worst-case condition for noise generation.

How far will the noise wall be from Crescent Run Drive?

That has not yet been determined.

How far from the edge of pavement is the wall likely to be (in relation to Crescent Run)?

It would be about 150 feet from the pavement.

Where are noise measurements taken?

Noise measurements typically are taken in areas where people are located, such as residential neighborhoods, schools, parks and churches.

How much noise is Monte Vista likely to hear from the 202L/US60 TI?

It is unlikely that project-generated noise would be a problem for Monte Vista. The community is located a good distance from the TI and would be buffered by the housing development to the

west. In any case, ADOT policy requires noise mitigation, such as sound walls, wherever the noise exceeds 64 decibels.

Will noise walls be located next to the pavement or at the right-of-way line?

Noise walls usually are built next to the pavement along elevated roadways and at the right-of-way line along roadways that are at grade or depressed.

Do the walls absorb or reflect noise?

Smooth surfaces, such as concrete, may tend to reflect noise, while more porous materials absorb noise. Reflected noise is not usually a problem when the walls are more than 100 feet apart.

How much noise will there be near the elevated freeway?

Much of the project would be subject to noise mitigation. ADOT policy requires noise mitigation, such as sound walls, wherever noise levels exceed 64 decibels. So without the mitigation, the noise levels exceed 64 decibels for the most part. With mitigation, the noise levels would be reduced by five to eight decibels.

Do current plans call for noise mitigation along US 60?

Yes. Preliminary results of the noise analysis indicate that noise mitigation would be required adjacent to residential development along US60.

Will rubberized asphalt be used on US60 and the 202L?

ADOT currently is conducting research into the use of rubberized asphalt. The current plans do not include rubberized asphalt.

How can you mitigate noise from a 75-foot high ramp?

It would be difficult to do so if the noise generated at the location where ramp height is 75 feet contributed to the need for mitigation. The 75-foot referenced occurs at the center of the 202L/US60 TI which is the furthest distance from all noise receivers. This distance and the height of the ramp serve to further distance traffic noise at that location from adjacent properties.

How high will the sound walls be along the south side of Valle del Oro?

The actual height of the walls has not been determined. However, they are likely to be from 10 feet to about 16 feet high.

Will there be a noise wall on the east side of Sossaman Road?

Yes.

Will the noise wall on the south side of US60 reflect noise over the noise wall on the north side?

That is generally a problem when the walls are less than 100 feet apart. The noise walls on US60 would be more than twice that far apart.

How would you get ADOT to take noise measurements after the three years have passed following completion of construction?

ADOT policy allows for noise readings to be taken during the three years that follow completion of the project. There are no provisions for readings to be taken after that period. However, noise projections are based on traffic conditions 25 years into the future.

Questions related to air quality were:

Does landscaping reduce carbon monoxide?

Project representatives were unaware of any research to determine whether carbon monoxide emissions are reduced by vegetation along the freeway.

Your projections show only an increase of seven-tenths of one percent in carbon monoxide levels in 2025. How is that possible?

It is expected that substantial growth and increased traffic (whether or not the freeway is built) would occur. It has been demonstrated that vehicles that are moving efficiently emit less CO than the stop-and-go traffic you see in heavily congested areas.

Are all vehicles with Arizona license plates required to be tested for emissions?

No. Vehicles registered in the Phoenix Metropolitan Area, which includes Maricopa County and portions of Pima County, are required to be tested for emissions after they are five years old.

Questions related to visual quality were:

What kind of landscaping will there be?

Landscaping normally is completed under a second contract awarded after completion of the construction. The community would be involved in the design process for the landscaping. Typically, freeway landscaping consists of granite and low-water plants. The cost is generally about \$600,000 per mile.

Will there be aesthetic treatment of the walls like there is in Scottsdale?

The City of Mesa is planning some sort of aesthetic treatment of the walls. The type of treatment is being studied.

How much of the freeway will you be able to see from the park community?

Although some portions of the freeway ramps would be visible from some parts of the park, it is likely that none of the freeway would be visible from the middle of the park and from most residences.

Questions related to construction were:

How will you protect Southern Avenue traffic when hauling dirt from the University Avenue and Broadway Road traffic interchanges?

Hauling usually is done within the alignment. The City of Mesa will approve haul routes and the time of day the contractor is allowed to haul materials. The contractor is required to keep the streets clean and to repair any road deterioration that might result from hauling operations.

Will the construction schedule remain intact?

Although the schedule is dependent upon funding, we currently anticipate that construction would begin in 2004 and that it would be completed in 2007.

Will construction take place at night?

Some work requiring freeway closures and restrictions on US60 would take place at night. Most work would be done during the day. The work schedule would be determined jointly by ADOT, the contractor and the City of Mesa.

How will the bridge columns be built? Will pile drivers be used?

There would be no use of pile drivers. The columns would be built by drilling holes, which are filled with steel “cages” and concrete.

How will construction impact US60 traffic?

There should be minimal impact on US60 traffic during peak hours, when three lanes of traffic would be maintained in each direction. Necessary closures and restrictions would be scheduled at night or during off-peak hours.

Questions related to design were:

Why don't you build the fourth lane (on US60) now instead of waiting until later?

Traffic projections do not warrant a fourth lane at this time. However, project design would provide for a fourth lane when it is warranted in the future.

Which ramp is 75 feet high?

The highest ramp would be in the center of the 202L/US60 T.I.

What will happen to the drainage reservoirs located between US60 and Silverridge?

Two of the three existing US60 drainage basins would remain. One would be replaced by a new drainage basin at the 202L/US60 T.I.

What is the projected peak traffic at Ellsworth Road?

Approximately 3,500 vehicles during the peak hour.

Will there be on- and off-ramps at Southern Avenue?

Although that possibility was considered in the original studies, there are no current plans for ramps at Southern Avenue.

Where will the freeway begin to rise above existing ground?

About one-third of the length of the park south of Emelita Drive.

Will Pueblo Street cross the freeway?

We currently are planning for Pueblo Street to cross over the freeway, but that is dependent on finding the necessary funding for the bridge structure. At this time, the City of Mesa and/or Maricopa County Department of Transportation would be responsible for the funding of the Pueblo Street crossing.

Will there be access to the 202L at Baseline Road?

There would be access to the 202L at Baseline Road only to and from the south.

Will there be HOV lanes on the 202L?

Not initially. However, the freeway is being designed with an open median, which would allow the addition of HOV lanes in the future.

Will US60 be widened?

US60 would be widened between Superstition Springs Boulevard and Crismon Road. Ultimately, there would be four or five lanes of traffic in each direction plus auxiliary lanes and HOV lanes.

What is the logic in not having full access at Sossaman Road in all three alternatives?

Alternative C would provide full US60 access at Sossaman Road. Alternatives A and B would provide US60 access with ramp connections west of Sossaman Road. In Design Year 2025, the projected traffic volume using each of the Sossaman Road east ramps is approximately 2,000 vehicles per day with approximately 200 – 250 vehicles in the peak hour. By comparison, the west Sossaman Road TI ramps are projected to carry 1,200 vehicles in the peak hours. The inclusion of the Sossaman Road east ramps would cause greater impacts to the existing residential communities located adjacent to US60 and would require an estimated \$20 million in additional construction cost to implement. The greater right of way impacts and construction cost associated with full US60 access at Sossaman Road may not be warranted by the relatively low traffic volumes projected to use the east ramps.

How high will the 202L be at Southern Avenue?

The freeway would be approximately 25 feet high as it passes over Southern Avenue.

How far will the freeway be from Hawes Road?

Approximately one-eighth to one-fourth of a mile.

Did you consider depressing the freeway between Broadway Road and US60?

We did consider depressing the freeway under US60. That proposal was rejected because of a variety of technical problems. It also was determined that the 202L still would be at least 50 feet high as it crossed US60 and that there would be little difference in noise levels if the freeway were depressed.

What happened to the Ellsworth Road alignment?

The current alignment was first adopted in 1988 and was confirmed by an Environmental Impact Study that was completed in 1999. Realignment of the 202L will not be included with this study.

Why is the freeway not located farther to the east?

See previous answer.

Will the 202L connect with I-10?

Yes. The Santan Freeway, which is the southern leg of the 202L, would bend to the west at approximately Frye Road and would follow that alignment to I-10.

Will there be access to the 202L at Southern Avenue?

No. There will be no on or off ramps at Southern Avenue.

Will the 202L go over or under Broadway Road?

The freeway would go under Broadway Road, over Southern Avenue, US 60 and Baseline Road and under Guadalupe Road.

Will elimination of the existing emergency services access to Valle del Oro have to be approved by the City of Mesa?

Discussions regarding access for emergency services will occur between ADOT and the City of Mesa. Access would be provided in the final plan.

How high will the freeway be as it passes Valle del Oro?

The highest ramps would be approximately 25 to 30 feet high as they pass the northwest corner of Valle del Oro.

Will the highest ramp be 75 feet above ground or 75 feet above US60?

The ramp would be 75 feet above US60, which is slightly below ground level.

How far is the right-of-way line from the pavement?

Approximately 150 to 250 feet.

Will the Southern Avenue box culvert be built before the project begins?

Yes.

Why are you not considering widening Sossaman Road?

Widening Sossaman Road would require elimination of the current frontage roads, which provide access for driveways to residential properties.

What happened to the suggestion that all ramps be eliminated as Sossaman Road?

None of the alternatives that were considered would have eliminated all access to US 60 from Sossaman Road. Two of the three alternatives that are being studied provide access to US60 to and from the west. The third would provide full access to US60.

Will Ellsworth Road be raised?

The elevation of Ellsworth Road probably would be raised two to three feet.

Will the project have an impact on Sossaman Road traffic?

It is believed that the project would provide relief for Sossaman Road and other surface streets in the area.

Would Alternative C eliminate houses on the north side of Inverness?

There should be no impact on homes located north of Inverness and west of the Sossaman Channel. Homes located east of the channel may be acquired.

Will Sossaman Road be widened to six lanes between Southern Avenue and Baseline Road?

ADOT is coordinating with the City of Mesa to design the Sossaman Road crossing of US60 to allow for the city plans for Sossaman Road. Widening Sossaman Road from Southern Avenue to Baseline Road is a City of Mesa responsibility.

Will a golf-cart crossing be provided across Sossaman Road, which divides the Desert Sands golf course?

Two potential designs are being considered for a golf-cart crossing. One would be an underpass, which would cross under Sossaman Road. The second would be a traffic signal to facilitate golf-cart crossings.

Other questions were:

Which alternative is currently preferred?

There is not a preferred alternative as this time. The selection of the preferred alternative will be made after the studies are complete and a public hearing is held in late October.

Why is everyone allowed to use HOV lanes?

ADOT policy restricts usage of HOV lanes to certain vehicles - - buses, motorcycles and cars with two or more occupants - - only during morning and evening rush hours.

When will the homes in Crescent Run that were bought by ADOT be sold?

An auction is scheduled for April 21st, 2001.

How many of the homes purchased by ADOT will remain in Crescent Run?

Eight to 12.

Who is responsible for maintaining the properties bought by ADOT - - cutting weeds, etc.?

ADOT Right-of-Way.

How do the three alternatives differ?

The alternatives differ in the degree of access that would be provided to US 60 at Sossaman Road and Ellsworth Road. Under Alternative A, there would be access to US 60 only to and from the west at Sossaman Road and to and from the east at Ellsworth Road. Under Alternative B full access to US 60 would be added at Ellsworth Road and, under Alternative C, there would be full access at both Sossaman Road and Ellsworth Road. However, as more access from the local street network is added near the 202L/US60 TI, the operations of US60 and 202L would worsen.

Why was Crescent Run allowed to be developed in the path of the freeway?

ADOT has no authority to prevent such development and normally does not have the funding to buy right-way-years in advance of a project.

Will budget cuts reported recently in local newspapers affect the schedule for completion of the project?

It is possible that funding reductions could impact the construction schedule. However, the current schedule still calls for construction of this project begin in 2004 and for completion in 2007.

Why have Valle del Oro and Crescent Run been treated differently as far as notification and right-of-way acquisition are concerned?

It has been known since 1988 that the 202L would have a major impact on the Crescent Run community. The potential impact on Valle del Oro has been known only since last summer, when it was determined that the alignment of the 202L would have to be adjusted to straighten the curvature of the freeway just north of Crescent Run to meet current freeway design standards. ADOT is in the process of acquiring approximately 40 percent of the Crescent Run property, while only a small number of properties in the northwest corner of Valle del Oro would be acquired.

Does the ADOT web site include information from the latest newsletter?

Yes. The web site is updated regularly and does include the newsletter.

What is ADOT's compensation policy?

ADOT will compensate homeowners based on the appraised value of the property. ADOT also pays such costs as moving expenses, utility deposits, etc. There are no provisions in the law to allow ADOT to compensate homeowners whose property is not taken for perceived loss of value.

I have a house near US60. What sort of compensation will I receive?

If your house is taken, you will be compensated based on the appraised value of the property. ADOT also pays costs associated with relocation.

Has all the property been acquired for the 202L? Yes. Within the project area, property has been acquired.

3. Additional Communications

A project information line, project website, and project videos have been made available to communicate project information. Both the information line and website have been updated on a regular basis. The public information line was established in August 2000 to provide information about the project and potential impacts on adjacent neighborhoods, businesses, and institutions. The information line number was publicized in project publications, public meeting handouts, and announcements. A member of the Project Team check the line daily and calls were usually returned within 24 hours. Approximately 150 calls were received (through June 1, 2001). Callers requested general project information, along with specific information pertaining to meeting schedules, impacts to specific properties, and copies of project publications, including the Project Video.

Additionally, a meeting was held for residents of the area immediately surrounding the TI to be constructed at the 202L and Broadway Road. The meeting was announced by invitations distributed door-to-door throughout an area bounded by Main Street, Pueblo Street, Hawes Road and Ellsworth Road.

Date/Place: February 7, 2001, Stevenson Elementary School, 936 S. 96th Street, Mesa, AZ,

Purpose: To present the proposed design of the 202L/Broadway Road TI and to identify issues for the surrounding communities

Format: A brief explanation and description of the project, followed by questions taken from the audience.

Attendance: Approximately 90 attendees.

Questions revealed general concerns over the impacts and implications for change to Broadway Road, including:

Will there be more traffic signals along Broadway Road?

There would be traffic signals at the TI. Elsewhere, it is up to the City of Mesa to determine where traffic signals are located.

Will left and right turns still be allowed from 86th Street onto Broadway Road after the TI is completed?

Yes.

Will the freeway be elevated or depressed at Broadway Road?

The freeway would be depressed under Broadway Road.

Will Broadway Road stay at its current elevation?

Yes.

Will Broadway Road be closed during construction?

No. It is ADOT's intention to leave Broadway Road open to traffic during construction, although, there are likely to be lane restrictions at various times during the project.

How far below ground would the freeway be at Broadway Road?

Approximately the same as the Loop 101 (101L) under Guadalupe Road.

How would Broadway Road be widened for this project?

There is adequate existing right-of-way to the south. Additional right-of-way for one lane would have to be acquired on the north side of Broadway Road.

Why is the TI being built at Broadway Road and not the Apache Trail (Main Street)?

The Broadway Road TI was included in the original alignment, which was approved in 1988. It is likely that the City of Mesa wanted TIs at University Drive, Main Street, and Broadway Road. Those streets are too close together to have TIs at each of them. By building TIs at University Drive and Broadway Road and connecting them by frontage roads to Main Street, it is possible to have access from all three streets to the 202L.

Other questions included:

Will noise walls replace existing privacy walls?

In most cases, noise walls would be separate from existing privacy walls.

What determines whether sound walls are built?

Sound readings currently are being taken at various locations in the study area. Those readings would be used in the development of computer models to predict sound levels in the design year 2005. Current ADOT policy requires noise mitigation to be considered whenever noise levels are projected to be above 64 decibels.

Will the project affect flooding that currently occurs along Broadway Road?

The project would include necessary drainage features to control storm runoff and flooding within the study area. That would not necessarily affect flooding elsewhere along Broadway Road, but the improvements should help control runoff throughout the area.

Will walls be built between the drainage channels and homes?

Any sound walls that are determined to be necessary would probably be built at the right-of-way line. A study is being conducted to determine noise impacts on adjacent neighborhoods and noise mitigation features, such as sound walls, would be included where warranted.

How long would there be lane restrictions?

The phasing of the project has not been determined, but it is likely the restrictions would last for about 1 year.

Will excavation cause vibrations that affect surrounding homes?

That is not likely. There are no known instances of vibrations causing damage to neighboring homes during construction of the Regional Freeway System.

What is the construction schedule?

The current schedule calls for construction of the 202L/US60 TI to begin during calendar year 2004. It is scheduled for completion by the end of 2007, depending on the availability of funding.

Will septic tanks in the area be affected by the project?

There should be no impact on septic systems in the area. Any septic tanks located on right-of-way acquired by ADOT would be removed.

Are there any plans to improve or close Hawes Road?

That would be up to the City of Mesa.

Will any homes be taken for the project?

It does not appear that any currently developed land would be needed for right-of-way.

4. Citizens Advisory Team

The CAT was created to advise the project team during the course of the environmental and technical studies as well as to act as a “conduit of information” between the project team and adjacent communities. The 16-member CAT includes representatives of each of the communities that are likely to be directly affected by the project as well as a representative of the business community. Members of the CAT were selected based on recommendations from homeowner organizations, property managers, and elected officials. The CAT meets regularly to:

- ▶ Provide advice and input to the ADOT study team.
- ▶ Provide advice on public and agency meeting strategies and information to be distributed to the public.
- ▶ Report to respective community organizations on a regular basis to help build consensus within their communities.
- ▶ Inform the ADOT team of issues, concerns, and opportunities that arise within community organizations and the public.

The CAT assists the project team in reviewing technical and environmental conclusions, design-screening criteria, alternatives, content of the environmental assessment and other issues related to the project. The CAT would recommend its preferred alternative to ADOT in July or August 2001.

C. COMMENT PERIOD AND PUBLIC HEARING

Agencies and the public are invited to review and comment on the Draft EA. The comment period would last 30 days. During the comment period, a public hearing would be held to provide an opportunity for further project review and comment. Comments received during the comment period would be addressed in the Final EA.

For more information, please contact:

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The Draft EA is available for review at the following locations in Mesa, AZ:

Mesa Public Library 64 E. 1 st St. 480-644-2712	Silveridge 8265 E. Southern 480-373-7000	Monte Vista 8865 E. Baseline Road 480-833-2223
East Mesa Regional Library 635 N. Power Road 480-644-2712	Brentwood Southern 8103 E. Southern 480-984-5503	Crescent Run 8500 E. Southern 480-373-8500
Valle del Oro 1452 S. Ellsworth Road 480-984-1146	Fountain of the Sun 9001 E. Broadway 480-380-4000	

The document can also be viewed on the web at www.dot.state.az.us.

D. PROJECT COORDINATION

The following list identifies the major preparers and reviewers of the EA.

► Federal Highway Administration

- Kenneth Davis, District Engineer, B.S. Civil Engineering, with 30 years of experience in highway and transportation projects.
- Steve Thomas, Environmental Coordinator, A.A. in Mechanical/Civil Engineering with 25 years experience in highway projects.
- Bill Vachon, Area Engineer, B.S. in Civil Engineering, with 23 years of experience in highway and transportation projects.

► Arizona Department of Transportation

- Thor Anderson, Planner II, with seven years of experience in highway- and transportation-related environmental projects and 12 years of hazardous materials experience.
- Dee Bowling, Planner III, B.S. in Wildlife Biology, with 11 years of experience in highway and transportation projects.
- Richard Duarte, Manager, Environmental Planning Section, B.S. Education with multiple emphases in Environmental Quality and Construction Technology, with 24 years experience in construction and environmental management.

- Fred Garcia, Air/Noise Planner, A.A. in Engineering Technology, with 30 years of experience in highway development.
 - Ed Green, Hazardous Materials Coordinator, with ten years experience in the hazardous materials field.
 - Steve Jimenez, P.E., Corridor Engineer, B.S. in Civil Engineering, with 24 years of experience in highway development and construction.
 - Bettina Rosenberg, Historic Preservation Coordinator, M.A. in Archaeology, with 25 years of experience in archaeology and historic preservation.
 - Mary Viparina, Project Manager, B.S. in Administration, with 22 years of experience in highway and transportation projects.
 - Lisa Wormington, Affirmative Action Administrator, B.A. Sociology, M.S. Public Administration, with 21 years experience in Affirmative Action Administration.
- City of Mesa
- Ron Krosting, Transportation Director, P.E., B.S. in Transportation, with 32 years experience in transportation engineering.
 - Frank Mizner, Director, B.S. Regional Economics, M.S. Urban Geography, with 26 years experience in urban and regional planning.
- HDR, Inc.
- Jack Allen, EA Manager/Author, Public and Agency Coordination, B.A. in Resource Planning, with 15 years of experience in land use, recreational, and environmental planning.
 - Susie Arnolde, Technician, 13 years experience in civil engineering and specializing in document and graphic preparation.
 - Jessica Delich, Environmental Scientist, B.S. in Biological Sciences, with two years of experience in environmental sciences.
- Entranco, Inc.
- Mary-Ellen Walsh, Archaeologist, Masters in Archeology, 16 years experience in archaeology.
 - Ryan Gordon, B.S. in Environmental Biology, with seven years experience in biology.

- Sarah Liebednik, A.I.C.P., Environmental Planner, Masters in Environmental Planning and B.A. in Environmental Studies with eight years experience in Environmental Planning.
 - Brenda Martinez, Senior Environmental Planner, M.B.A. and B.S. in Biology, with ten years experience in Environmental Planning.
 - Angie Newton, Noise Analyst, Masters in Civil Engineering with two years experience.
 - Joe D'Onofrio, E.I.T., Noise Analyst, Masters in Environmental Planning and B.S. in Mechanical Engineering with six years experience in Environmental Planning.
- DMJM, Inc.
- Charles Burm, P.E., Transportation Engineer, B.S. in Civil Engineering, with 20 years of experience in transportation engineering.
 - Eric Crowe, P.E., Traffic Engineer, B.S. in Civil Engineering, with 11 years of experience in traffic engineering.
 - Thomas M. Monchak, P.E., Project Director, M.S. and B.S. in Engineering, with 31 years of experience in transportation engineering.
 - Eric Molbert, P.E., Transportation Engineer, B.S. in Civil Engineering, with 12 years of experience in transportation engineering.
 - Joe Shildmyer, P.E., Transportation Engineer, B.S. in Civil Engineering, with six years of experience in transportation engineering.
 - Steven Wilcox, P.E., Project Manager, B.S. in Engineering, with 17 years of experience in transportation engineering.
- Godec Randall and Associates
- John Godec, 25 years in public involvement, public affairs, and journalism.
 - Theresa Gunn, B.S. in Journalism, M.S., in Organizational Management, 17 years of experience in public relations and public involvement.
 - Bill Rawson, M.S. in Mass Communications, 30 years experience in journalism.